

























UK Flight Safety Committee

# UKFSC News #111

21 Jan 2025

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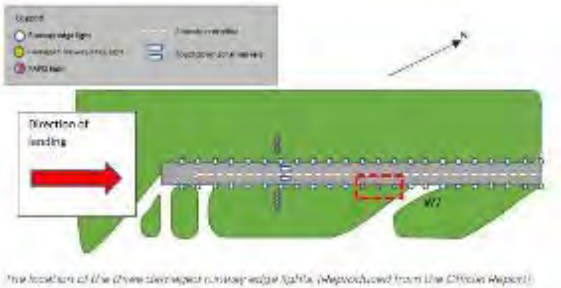
SKYBRARY

# If the Pilot Monitoring Calls "Go-around" then Go-around



The ground track of the landing at Changi.  
[Reproduced from the Official Report]

‘On 2 March 2023, an aircraft landing at Singapore in heavy rain drifted to the right of the runway centreline after the autopilot was disengaged before touching down close to the runway edge. The aircraft continued to drift right and the right main landing gear briefly left the runway and damaged several edge lights before regaining it. The handling pilot did not use the correct technique to regain the runway centreline before or after touchdown and go-around calls from the monitoring pilot shortly before and immediately after touchdown were respectively not understood/heard despite compliance with such calls being mandatory.’



[Learn more](#)

New articles

- [Runway Excursion](#)
- [Go-around](#)
- [Pilot Flying \(PF\) and Pilot Monitoring \(PM\)](#)



MKPhoto - stock.adobe.com

NATIONAL TRANSPORTATION SAFETY BOARD

## Hard Landing

Synopsis

‘After a stabilized approach, the main landing gear of United Airlines flight 702 touched down and the nosewheel contacted the runway harder than expected. The airplane then bounced, and the first officer (the pilot flying) reacted by pulling the control yoke aft to keep the nosewheel from impacting the runway a second time. The first officer applied the thrust reversers, the speed brakes deployed, and the nosewheel bounced a second time. Subsequently, the nosewheel impacted the runway a third time and, the airplane began to decelerate normally. The abnormal nosewheel impacts with the runway resulted in substantial damage to the fuselage.

Although the first officer stated he held aft pressure on the control column during the initial touchdown, flight data showed that he also made nose-down column inputs during the landing sequence. These nose-down inputs contributed to the nosewheel abnormally impacting the runway.’

‘The speedbrakes were not armed before landing and after the airplane’s first bounce, data showed the speedbrakes automatically deployed with the first officer’s application of the thrust reversers, as designed. The deployment of the speedbrakes with the thrust reversers was while the nosewheel was still in the air. This likely contributed to the second abnormal runway contact of the nosewheel and the damage to the airplane.’

Probable Cause

‘The first officer’s improper control inputs after the airplane touched down. Contributing to the severity of the damage was the flight crew’s lack of recognition that the speedbrakes were not armed, which led to their delayed deployment.’

Similar Events

The report cites 7 similar de-rotation accidents involving B757/B767 aircraft. ‘These accidents occurred when the pilots applied large nose-down control column deflections after main landing gear touchdown, which resulted in large nose-down pitch rates and high vertical velocities at the nose gear. It was this combination of vertical velocity and pitch rate that resulted in compression loads that exceeded the design loads of the forward fuselage crown structure.’

[NTSB Report.](#)

A320 Nosewheel Damage Event

In the [BFU report](#) into an abnormal de-rotation during an A320 rejected take-off, they recommend mandating pilot reports of hard nose wheel touchdowns and monitoring hard nose wheel landings in flight data. The BFU noted that onboard systems report acceleration of main gear touchdown, not nosewheel touchdown.

NATS ALTITUDE

### Inside Heathrow’s APOC

January 2025

In this episode of [Altitude](#) Kelly Stone MBE, Heathrow Head of Operations and Jeannine Fernandes, NATS Heathrow Air Traffic Coordinator, go behind the scenes in the nerve centre of Europe’s busiest airport.

[Watch it here.](#)

ROYAL AERONAUTICAL SOCIETY

### Single Pilot Operations - Logical Progression or a Step Too Far?

19 March 2025 - 20 March 2025

Royal Aeronautical Society HQ

Early bird rates available until 27<sup>th</sup> January

[Reserve your spot](#)

FAA SAIB

### B757 Fatigue Failure of Hydraulic Flexible Hoses

The FAA recommends operators of the affected B757s review Boeing Service Letter 757-SL-29-058, dated March 11, 2024, and accomplish the actions included therein at the earliest opportunity.

[Special Airworthiness Information Bulletin 2025-01](#)



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Photo by john mckenna: <https://www.pexels.com/photo/helicopter-27671625/>

PILOTS WHO ASK WHY

## CAT A/B vs Helicopter Performance Classes

‘Probably the most misunderstood topic for helicopter pilots: helicopter performance classes. Not only can this topic be extremely confusing, the finer details are also dependent on where you are in the world

There are plenty of really experienced helicopter and fixed wing pilots who do not fully understand the ins and outs of helicopter performance classes, as well as what it actually means to be CAT A or B!’

[Read the full article here.](#)



Photo by Soumya Ranjan

OPSGROUP

## ReFuelEU: Europe’s New Anti-Tankering Rules Explained

‘There are new anti-tankering rules from 1st Jan 2025 that heavily restrict large commercial operators from tankering fuel into or within Europe.

There are also complex reporting obligations for these operators to prove they are not breaking the rules. And the deadline for the first annual report is coming up in March 2025!’

‘There’s a newish thing in Europe called ReFuelEU, and it looks like it’s going to be a real headache for operators.’

[Read more.](#)



Photo by max lewandowski: <https://www.pexels.com/photo/white-blue-and-red-airplane-on-airport-12965008/>

NATIONAL TRANSPORTATION SAFETY BOARD

## B757 Turbulence Encounter

The aircraft was descending from FL 330 to FL 310. In the descent it approached some clouds that were visible in the moon light, and the captain activated the seat belt sign, and made a brief announcement as a precaution. The flight crew then requested that ATC allow them to deviate to the left to avoid the highest cloud peaks. At no time did the weather radar indicate any significant moisture returns.

The flight crew were unable to avoid entering the clouds and briefly encountered “moderate” turbulence. As the flight exited those cloud tops, they saw more clouds ahead, along with some indirect lightning. The captain made an announcement to the cabin for the flight attendants (FAs) to take their seats, and about a minute later they entered the next set of cloud tops and experienced brief, but severe turbulence.

The injured Flight Attendant, after stowing the cart in the back galley, where all the crew and nearby passenger seats were occupied was thrown in the air, banged their head and suffered a broken fibula. The flight crew reported the injury to ATC and requested medical services to meet the aircraft on arrival.

[NTSB Report.](#)



YOU CAN SEE ATC

## Pilot and Controller Differ on Wake Vortex Separation for Take-off

14-JAN-2025. A JetBlue Airways Airbus A320 (A320), from New York John F. Kennedy International Airport, NY (USA) to Oranjestad Queen Beatrix International Airport (Aruba) was cleared for takeoff from runway 31 left at JFK Airport behind the Boeing 767-300 but the pilot requested more separation. The controller said that there was a traffic on final and instructed them to vacate the runway. Despite that two aircraft that were following JetBlue 1057 in line were able to depart before aircraft on final landed. After that JetBlue 1057 and Tower controller had a conversation about the separation requirements.

[View Reconstruction Video](#)





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NATIONAL TRANSPORTATION SAFETY BOARD

A321 Turbulence Encounter

American Airlines A321 encountered turbulence at FL250 while enroute to Charlotte, North Carolina. One flight attendant was seriously injured, and 3 flight attendants sustained minor injuries.

FL250 was selected based on a PIREP of smooth air between FL250 and FL260. During cruise, they did not observe weather in the 100 miles ahead of them and the clouds they saw appeared to be below them. As they approached top of descent, the crew described going “heads down” for a few minutes to load performance data into the FMC. When they looked up, they saw a rapidly building cumulous cloud directly ahead, too close to manoeuvre around. They immediately illuminated the seat belt sign. The aircraft penetrated the top of the cloud. Flight data showed load factors from about 0.17g to 2.75g, which classifies as extreme turbulence.

The flight attendants were collecting trash. Flight attendant 3 and 4 were standing by the aft left door, flight attendant 2 was on the opposite side of the cart. During the turbulence the trash cart fell on flight attendants 3 and 4, and flight attendant 2 fell onto the trash cart. Flight attendant 3 fractured both ankles, and 2 and 4 suffered minor injuries.

[NTSB Report.](#)



NASA ASRS

When VMC Turns to IMC

‘The instrument rating found on a pilot certificate is both a prized possession and profound accomplishment. It comes with extreme responsibility, requires much discipline to master, and confers special privilege. With it, pilots may fly a properly equipped aircraft in Instrument Meteorological Conditions (IMC) and transition from Visual Meteorological Conditions (VMC) to IMC. Loosely speaking, two achievements that most birds rarely attempt.

[CALLBACK issue 540](#)



Gudellaphoto - stock.adobe.com

GENERAL CIVIL AVIATION AUTHORITY UNITED ARAB EMIRATES

Shallow Initial Climb After Takeoff

During preflight preparation, the copilot noticed that ALT pitch mode was engaged in the autopilot flight director system (AFDS) on the FMA, with a selected zero runway elevation (00000 feet) altitude that was set sometime before the flight, the flight director (FD) would command a pitch that would target the selected zero runway elevation ‘00000 feet’ instead of targeting climb speed of V2+15 to 25 knots.’ His attempts to rectify it were unsuccessful. The incorrect ALT pitch mode engagement went unnoticed by the commander and augmenting flight crew throughout the taxi phase.

During the initial climb, the pitch decreased, airspeed increased and the rate of climb decreased, the flap load relief function retracted the flaps from 15 to 5. The pitch continued to decrease to 3 degrees for a few seconds. The commander activated TOGA resulting in a correct AFDS pitch mode, and flight director pitch guidance. The increased power and low pitch resulted in another flap overspeed.

The operator introduced a new FMA check, communicating to crews the criticality of compliance. A training module for the scenario and Flight Data Monitoring of shallow climb after take-off events.

The manufacturer issued Fleet Team Digest articles for the B777 and B787 and initiated development of software updates for the B777, B787 Flight Control Computers.

The report recommends that the operator issue a notice to the pilots not to set the altitude on the MCP at the runway elevation.

[GCAA Report](#)



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UK CAA PUBLICATION

EASA EAD 2025-0019-E: BRP-ROTAX GmbH & Co KG Rotax 912i, 915i and 916i Engines: Engine / Electrical Power – Internal Generator – Inspection / Replacement of Oil Spray Nozzle

EASA Emergency Airworthiness Directive.

[View EASA EAD 2025-0019-E](#)

UK CAA SKYWISE

CAP 493 SI: Landing and Rollout Manoeuvres

[Supplementary Instruction \(SI\) 2025/01](#) to the Manual of Air Traffic Services (MATS) Part I ([CAP 493](#)), was published on 17 January 2025, effective 18 March 2025.

This SI enables a controller to request the pilot of an aircraft within the light wake turbulence category and a helicopter within the small wake turbulence category to land beyond the touchdown zone of a runway.

SW2025/009

UK CAA SKYWISE

Reminder: Scope of SRG1100 "Temporary Certificate of Licence Privileges for Ratings or Certificates"

Dear CAA Certified Examiners,

This is a reminder regarding the scope of the SRG1100 "Temporary Certificate of Licence Privileges for Ratings or Certificates"

The SRG1100 certificate allows existing CAA licence holders to exercise the privileges of a new rating or certificate for up to 8 weeks while the licence administrative process is being completed. Note that this certificate is not valid for exercising the privileges of an initial licence issue.

Thank you for your attention to this matter.

SW2025/008

UK CAA SKYWISE

Public Consultation on Draft CAPI724 Ed 7

The CAA are working on the new edition of CAPI724 Flying Display Pilot Authorisation and Evaluation: Requirements and Guidance (Edition 7), aiming to publish in the first quarter of 2025.

They invite stakeholders to [give their views](#), the consultation will close 12 February 2025.

SW2025/007

ISASI

ISASI 2025 Call for Papers

The [ISASI 2025](#) organizing committee invites expressions of interest to present a paper at the ISASI 2025 Seminar which will be held at the Renaissance Hotel in Denver, Colorado from September 29th through October 4th. Deadline for expressions of interest is January 31<sup>st</sup>.

[Submit expression of interest here.](#)

UK CAA SKYWISE

Use Of The Eight-Week Grace Period Relating To Licence Endorsement Revalidations

Applications for the revalidation of ATCO licence endorsements are being made which do not allow sufficient time to for the CAA to process the application within the endorsement's validity period. This is resulting in repeated requests for approval of an eight-week grace period to enable the endorsement to be used whilst the application is being processed.

The eight-week grace period will no longer be granted in such situations unless there are extenuating circumstances. Further information is provided on the CAA Web site.

SW2025/011

UK CAA SKYWISE

No Planning Zones and Flight Plan Buffer Zones guidance withdrawn

SARG Policy 129 which provided guidance for establishment and change of No Planning Zones (NPZs) and Flight Plan Buffer Zones (FBZs) has been withdrawn.

With the issue of [SARG Policy 133: Policy for the Establishment and Operation of Special Use Airspace](#), and amendments made to the European Route Network Improvement Plan Part I, SARG Policy 129 is no longer required and has been withdrawn with immediate effect.

SW2025/010

UK CAA SKYWISE

Updated Safety Sense Leaflets on Winter Flying and Care of Passengers

The CAA has published two updated Safety Sense Leaflets addressing [winter flying](#) and [care of passengers](#) in General Aviation operations. Key changes include reference to the [requirement](#) since 1st January 2025 that operators of specified piston engine aircraft must carry an active carbon monoxide detector whenever there are passengers onboard the aircraft who are not qualified pilots.

SW2025/006



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Recent Accidents & Incidents from the Air Safety Network Wikibase

Date	Type	Event	Location
<a href="#">14-Jan-25</a>	A109	Ground resonance occurred that caused a hard landing	Oaxaca-Xoxocotlan
<a href="#">17-Jan-25</a>	A320-2	Diverted to Lahore due fog at Multan (MUX).At Lahore, landed on the wrong runway (runway 36L) where the lights were off.	Lahore
<a href="#">17-Jan-25</a>	A320-2	ATB. No.1 engine surge after take-off	Jizan
<a href="#">15-Jan-25</a>	A320-2	Taxiway excursion on departure in freezing drizzle.	Oulu
<a href="#">14-Jan-25</a>	A330	ATB. Bird strike to the no.1 engine during departure.	Manaus-Eduardo Gomes
<a href="#">16-Jan-25</a>	AN24	ATB - problems with cabin pressurization.	Magadan Sokol
<a href="#">19-Jan-25</a>	ATR 42	ATB - due to a technical malfunction.	Krasnoyarsk Krai
<a href="#">14-Jan-25</a>	Bell 206	Struck a powerline and crashed	Lemoore, CA
<a href="#">14-Jan-25</a>	Osprey	Precautionary landing at Okinoerabu due to a warning light	Okinoerabu
<a href="#">12-Jan-25</a>	B737-9	ATB - struck a coyote during take-off from runway 28R. Minor nose gear damage.	Chicago O'Hare
<a href="#">17-Jan-25</a>	B737-8	GCOL - The winglet was struck by a catering van.	Aberdeen
<a href="#">12-Jan-25</a>	B737-8	Piggyback go-around.ADS-B data suggest that the horizontal separation was about 520 m with a vertical separation of about 150 feet.	Guatemala City
<a href="#">16-Jan-25</a>	B747-4	ATB due engine failure	Hong Kong
<a href="#">18-Jan-25</a>	B767-4	ATB due mechanical problem.	Atlantic Ocean
<a href="#">12-Jan-25</a>	AS 350B	Remote landing, tail rotor reportedly contacted the ground. It landed hard with significant damage to its tail boom	Turners Bivouac
<a href="#">16-Jan-25</a>	EC 130B4	Crashed at night in reported adverse weather.	Caieiras, SP
<a href="#">15-Jan-25</a>	IAI 1124A	Blown into a drainage ditch during a severe thunderstorm, in 106 km/h wind.	Wagga Wagga
<a href="#">17-Jan-25</a>	Let410	Veered off the airstrip while landing	Jebel-Boma County
<a href="#">16-Jan-25</a>	Mi-171	Hard landing	Policial El Tambo
<a href="#">14-Jan-25</a>	NH90	Struck power lines during low level training, precautionary landing in a field.	near Nameche
<a href="#">19-Jan-25</a>	SI00	ATB due to a landing gear malfunction sensor being triggered.	Vladimir region
<a href="#">17-Jan-25</a>	SI00	ATB due malfunction of the air conditioning system	Mineralnye Vody
<a href="#">15-Jan-25</a>	SI00	ATB due to a problem with the hydraulic system	Kurgan Oblast





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Safety Conference Calendar

Year	Month	Day(s)	Org	Event	Location	Notes
2025	Feb	4 <sup>th</sup> 5 <sup>th</sup>	EASA	<a href="#">EASA Fatigue Risk Management Conference</a>	AESA, Spain	Hybrid
2025	Feb	18 <sup>th</sup>	FSF	<a href="#">Advancing Aviation Safety: Integrating Mental Health into Operational Excellence</a>	Online	Webinar
2025	Mar	11 <sup>th</sup> 12 <sup>th</sup>	NTSB	<a href="#">Automation In Transportation: Lessons For Safe Implementation</a>	Washington DC	In person meeting
2025	Mar	12 <sup>th</sup>	UKFSC	470 <sup>th</sup> SIE	TBC	
2025	Mar	TBC	Airbus	Airbus Safety Conference	TBC	
2025	Mar	17 <sup>th</sup> – 19 <sup>th</sup>	FRMS Forum	<a href="#">FRMS Forum Annual Conference</a>	Santiago, Chile	
2025	Mar	19 <sup>th</sup> – 20 <sup>th</sup>	RAeS	<a href="#">RAeS Flight Operations Conference 2025: Single Pilot Operations - Logical Progression or a Step Too Far?</a>	Hamilton Place, London	
2025	Mar	24 <sup>th</sup> – 28 <sup>th</sup>	CANSO	<a href="#">Global Safety Conference</a>	Christchurch, New Zealand	
2025	Mar Apr	31 <sup>st</sup> – 1 <sup>st</sup>	IATA	<a href="#">34<sup>th</sup> Safety Issue Review Meeting</a>	Montreal, Canada	
2025	Mar Apr	31 <sup>st</sup> – 2 <sup>nd</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Apr	2 <sup>nd</sup> – 3 <sup>rd</sup>	ERA	<a href="#">Safety Group</a>	TBC	
2025	Apr	7 <sup>th</sup> – 9 <sup>th</sup>	ACSF	<a href="#">ACSF Safety Symposium</a>	Embry Riddle, Daytona Beach, FL	Business aviation
2025	Apr	7 <sup>th</sup> – 9 <sup>th</sup>	FoF	<a href="#">Flight Operations Forum Norway 2025 – Communicate for Safety</a>	Oslo airport	
2025	Apr	28 <sup>th</sup> -30 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	May	6 <sup>th</sup> – 7 <sup>th</sup>	FSF	<a href="#">70<sup>th</sup> Business Aviation Safety Summit</a>	Charlotte, North Carolina	
2025	Jun	5 <sup>th</sup> – 6 <sup>th</sup>	FSF	<a href="#">Safety Forum 2025 Theme: People in the Centre of Aviation Safety</a>	Eurocontrol, Brussels	
2025	Jun	24 <sup>th</sup>	UKFSC	471 <sup>st</sup> SIE	TBC	
2025	Aug	18 <sup>th</sup> – 20 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Sep	10 <sup>th</sup>	UKFSC	472 <sup>nd</sup> SIE	TBC	
2025	Sep	15 <sup>th</sup> – 17 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Sep/Oct	29 <sup>th</sup> – 4 <sup>th</sup>	ISASI	<a href="#">ISASI 2025 - Soaring to New Heights: A World of Innovation</a>	Denver, Colorado	New
2025	Oct	6 <sup>th</sup> – 7 <sup>th</sup>	SAE	<a href="#">Defence Aviation Safety Conference</a>	London	
2025	Oct	14 <sup>th</sup> -16 <sup>th</sup>	IATA	<a href="#">World Safety and Operations Conference</a>	Xiamen, China	
2025	Nov	4 <sup>th</sup> – 6 <sup>th</sup>	FSF	<a href="#">78<sup>th</sup> International Aviation Safety Summit</a>	Lisbon, Portugal	
2025	Nov	10 <sup>th</sup> – 12 <sup>th</sup>	UKFSC	<a href="#">FSO Course</a>	Gatwick	
2025	Dec	2 <sup>nd</sup>	UKFSC	473 <sup>rd</sup> SIE	TBC	